

Consultation procedure on the future of Trans-European Transport Network  
Position paper by the Zlin Region (Central Moravia, the Czech Republic)

Brussels, 6 September 2010

#### Premise

Established in 2000, the Zlin Region is situated in Central Moravia, on the eastern part of the Czech Republic at the border with the Slovak Republic. It has a population of around 600.000 citizens and covers an area of 3.964 km<sup>2</sup>, which makes it the fourth smallest region of the country. It is an industrial region with tradition in the machine, rubber, plastics, metal, electronics, leather and chemical industries as well as construction. It offers an adaptable and skilled work force with an active position in economic activities and - thanks to its preserved environment - also in tourism.

With the present position paper, the Zlin Region welcomes the opportunity to participate to the European Commission's consultation on the future of Trans-European Transport Network and raises the occasion to propose suggestions and integrations.

#### Part A - Methodology

*As a methodology for designing the future TEN-T schemes is needed, the Zlin Region agrees with the proposed "dual layer approach", based on the concepts of "comprehensive" and "core" networks.*

Actually, it is the way by which the methodology will be transferred to practice that assumes a key role in the definition of the new TEN-T schemes.

It is the opinion of the Zlin Region that the implementation of the dual layer approach for TEN-T schemes needs to be strictly seen within the broader perspective of Cohesion principles and "Europe 2020" Strategy. In that sense, TEN-T schemes have to be considered as a part of the efforts deployed for an equilibrated, fair and sustainable development of all Regions and communities of the European Union.

This means that the implementation of TEN-T methodology have to be inspired by the priority aims of ensuring efficient links to indeed all EU regions – and notably to those still marginalised from the Internal market – overcoming existing gaps. Taking into consideration that basic transport axes between Capitals, gates and "megacities" (intended as affirmed industrial poles) are historically and practically ensured, the Core Network has to be designed both to improve and upgrade existing infrastructures and complete missing chains.



Thus, gates and “megaspaces” have to be considered with their relative weights at regional level and coherently with the general goals of the Cohesion policy.

Of course, new axes have to be multimodal and capable of providing efficient platforms for co-modal services for both passengers and freights. Freights have to be efficiently delivered to internal and external main hubs, passengers should be put in the conditions of moving at reasonable costs and timing all around the EU.

#### Part B – Network configuration

*The future schemes of TEN-T projects have to provide a tangible contribution to cross-border communications, regional development and competitiveness of the whole European Union.*

As a consequence, the Zlin Region is supporting the inclusion within the TEN-T schemes of the following projects:

##### *Baltic Adriatic Axis*

The complete realisation of the railway corridor between Baltic and Adriatic Seas will provide the opportunity for the goods produced in the Zlin Region to finally reach international markets. In fact, the Axis will ensure direct connections between logistic multimodal terminals located in Prerov – Holesov – Otrokovice and port terminals of Baltic and Northern Adriatic. There, existing and future Motorways of the Sea will provide efficient connections to Northern European and Atlantic markets, on the one side, and Mediterranean, Africa and Far East partners, on the other.

##### *R49 cross-border route axis*

The project will create the east-west link between two TEN-T Corridors (23 and 25) representing the main cross-border connection between the Czech and Slovak Republic, will provide a tangible contribution to the common Cohesion Policy for its positive impact in the reduction of marginalisation for Central Moravia NUTS2 Region and will boost its economic and industrial development by connecting the new industrial pole of Holesov to main transport axis.

##### *Air Cargo Terminal in Prerov*

Planned with the determinant contribution of private investors, the cargo flight terminal in Prerov will complete the “multimodal cross” of the Zlin Region, composed also by the Baltic Adriatic railway Axis and the R49 cross-border connection. Its realisation will allow the elimination of structural obstacles to the movement of freight to and from the Zlin Region and Central Moravia as a whole.

#### Conclusions

The Zlin Region has welcomed the opportunity of participating to the consultation procedure for the revision of TEN-T schemes.

In that frame, the Zlin Region wishes to underline the importance that the dual layer methodological approach is implemented coherently with general aims of the Cohesion Policy and sustainable development of the whole EU.

In addition, the Zlin Region supports the inclusion of the Baltic Adriatic Axis, of the R49 cross-border route and of the air cargo terminal of Prerov within the future schemes of the TEN-T Core Network.

Mr. Jaroslav Drozd  
Zlin Region in Brussels  
The Vice President



---

Contact persons for the present document:

M. Mattia Crosetto  
Zlin Region in Brussels  
Head of Office  
Zlin Region in Brussels  
46 Boulevard de la Cambre  
B1000 – Brussels